

## Chief Officer Decision

<b>TITLE</b>	<b>Objections received following a statutory consultation on proposals on the introduction of waiting restrictions in the vicinity of the JCOSS School.</b>
<b>DATE OF DECISION</b>	28 April 2020
<b>DECISION TAKER</b>	Interim Executive Director, Environment
<b>SUMMARY OF THE DECISION</b>	<p><b><u>Proposed introduction of ‘at any time’ waiting restrictions – JCOSS</u></b></p> <p>Further to the outcome of the Chipping Barnet Area Committee held on 9<sup>th</sup> July 2018, where a decision was made to investigate and consult on proposals to introduce double yellow line ‘at any time’ waiting restrictions on street in the vicinity of the Jewish Community Secondary School, following complaints from local residents about obstructive parking, which causes visibility issues and congestion to traffic flow.</p> <p>Further to an officer investigation it was considered to introduce double yellow line ‘at any time’ waiting restrictions at the following locations</p> <ul style="list-style-type: none"> <li>• At the junction of Baring Road and Lawton Road;</li> <li>• North side of Lawton Road, between its junctions with Baring Road and Westbrook Crescent (eastern junction);</li> <li>• At the junction of Lawton Road and Westbrook Crescent (eastern junction);</li> <li>• Lawton Road opposite Nos. 2 to 8</li> <li>• Both side of the bend at the junction of Lawton Road and Westbrook Crescent (western junction);</li> <li>• North side of Westbrook Crescent between Nos. 12 and 28</li> <li>• At the junction of Westbrook Crescent and Westbrook Close;</li> <li>• Westbrook Crescent opposite Nos. 1 and 3</li> </ul> <p><b><u>Consultation Responses</u></b></p> <p>Further to the statutory consultation carried out in November 2019 a total of 20 responses were received. Of the 20 responses, two responses were received in full support of the scheme.</p> <p>Summaries of the other responses in objection to the scheme is summarised below:</p>

	<ul style="list-style-type: none"> <li>• That the installation of double yellow lines will cause serious disruption and will disadvantage local residents who are elderly or have children with disabilities.</li> <li>• Querying why the proposal shows double yellow lines only in parts of the road?</li> <li>• That the proposal would cause ill feeling and create tension between local residents and JCOSS and damage the current good relations that exist, which should be avoided at all costs.</li> <li>• If double yellow lines are installed only in part of the road this will leave residents no option but to park outside their neighbour's home who do not have the double yellow lines. This will cause disruption and bad feeling amongst neighbours who currently get on very well.</li> <li>• Parents/pupils of JCOSS were being disrespectful and continuing to collect/drop off pupils in Westbrook Crescent. Their action is in breach of conditions on which the school was built. It's clear that the headmaster raised this with pupils on several occasions and action should have been taken by the school against those who breach their rules.</li> <li>• Residents of Westbrook Crescent should not be penalised by the installation of yellow lines as a result of a few parents of the pupils of the school. As a result of a minority of drivers who exhibited obnoxious and rude behaviour and continued to be disrespectful, as when challenged they denied ever being told that they were not allowed to pick up and drop off at the Westbrook Crescent entrance.</li> <li>• The proposals do not make any sense at all and they will not deter parents from continuing to pick up and drop off the pupils of JCOSS as they will still stop on the double yellow lines as they will consider this as "permitted" under the clause "continuous loading and unloading will be allowed for up to 40 minutes". Therefore the only people who will be seriously affected are us the residents of Westbrook Crescent.</li> <li>• Querying how much is this going to cost local residents, and whether the proposal would be monitored and policed? Questioning whether traffic wardens have to be employed and is this expense justified when the local council has vital local services that need to be funded that would benefit the most vulnerable residents of the community.</li> </ul> <p>In response to the consultation a resident has stated in objection comments relating to a few specific locations of the proposed waiting restrictions:</p> <ul style="list-style-type: none"> <li>• Lawton Road opposite Nos. 2 to 8: Believes the restrictions are not needed that far up. Believes the proposal should include the restrictions as a continuation from the corner of the junction of Baring Road and Lawton Road to stop opposite No. 2 Lawton Road.</li> </ul>
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- North side of Westbrook Crescent between Nos. 12 and 18: Does not agree with this as this will just create congestion on Westbrook Crescent with residents' parking. States that not all residents have drives so rely on on-street parking. Questions where would these vehicles be parked if the double yellow lines are enforced all day every day at all times.
- Westbrook Crescent opposite Nos. 1 and 3: Does not agree with yellow lines as this will inconvenience residents once again.

Another resident has suggested the idea of the Council introducing restricted parking to only residents as part of a Controlled Parking Zone.

#### Officer Comments

It is acknowledged that the introduction of the double yellow lines would reduce the amount of available parking on street, which is also likely to have an impact on motorists who have become accustomed to parking at these locations. Including residents. However, it is considered that the double yellow lines are required to deter obstructive parking which would in turn improve safety, sightlines and manoeuvrability throughout the affected roads, all of which fall on a bus route, to the benefit of all users travelling through the roads.

Careful consideration was given to the potential impact, and it is considered that the lengths proposed are the absolute minimum required to ensure a safer and less congested road environment.

For the motorists that would be displaced by the introduction of the 'at any time' waiting restrictions, it is considered that the kerbside space in the surrounding wider area could accommodate additional vehicles.

The provision of waiting restrictions would not deter dropping off and picking up activity, as boarding and alighting is permitted on them. However the parking issues and locations highlighted where obstructions take place, sightlines obstructed and where safety concerns exist, apply to all vehicles, not just those belonging to parent.

Some residents appeared to have an issue with the principle of the picking up/dropping off activity of parents associated with JCROSS school in local roads, and the comments in respect of this have been passed to the Council's Safe and Sustainable Travel Team, as they have regular contact with the borough schools in respect of travel to and from school.

There would be no financial cost to residents, unless they parked in contravention, where a PCN would be payable.

	<p>This scheme was identified and funded by the Chipping Barnet Area Committee and a decision was taken to investigate the need for waiting restrictions in the streets affected by the proposed waiting restrictions, if the waiting restrictions are implemented on street, existing Civil Enforcement Officers would take on additional streets to monitor.</p> <p>With regard to the concerns raised by a resident in respect of scheme to introduce resident only parking the comment has been noted and will assessed and prioritised at the appropriate time for suitability, as part of developing future years' work programmes.</p> <p><u>Officer Recommendation</u></p> <p>As such having given the above comments received due consideration, it is considered that the proposal still has merit and as such it is recommended that the proposals in Lawton Road, Westbrook Crescent, Baring Road and Westbrook Close should be introduced as proposed.</p>
<b>DECISION</b>	<p><b>That having considered the objections received to the statutory consultation on the proposals outlined in this report, that the Executive Director, Environment should instruct his Officers to implement the measures on Lawton Road, Westbrook Crescent, Baring Road and Westbrook Close as proposed, as shown on drawing no. SCR280-21 through the making of the relevant Traffic Management Orders and introduction of the relevant signs and road markings</b></p>
<b>AUDIT TRAIL OF DECISION</b>	

#### **DECISION TAKER'S STATEMENT**

*I have the required powers to make the decision documented in this report. I am responsible for the report's content and am satisfied that all relevant advice has been sought in the preparation of this report and that it is compliant with the decision making framework of the organisation which includes Constitution, Scheme of Delegation, Budget and Policy Framework and Legal issues including Equalities obligations.*

**I authorise the above decision:**

<b>Signed</b>	<b>Geoff Mee</b>
<b>Designation</b>	<b>Interim Executive Director Environment</b>
<b>Date</b>	<b>28 April 2020</b>